

CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

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<b>COUNTRY</b>	USSR (Estonian SSR)	<b>REPORT</b>	
<b>SUBJECT</b>	Automobiles, Trucks, and Bicycles; Ownership and Registration in Estonia	<b>DATE DISTR.</b>	10 November 1954
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1. In Estonia, cars are owned by individuals, but permission to purchase a car must be obtained from the militia, who check the source of income of the buyer. Sale is for cash only, and payment on delivery is unknown under the Soviet system. The most popular automobiles are the Pobeda and Moskvich. 25X1
2. Trucks are owned by organizations; private ownership of a truck is unknown. The most common types of trucks in Estonia are the Soviet models ZIS, GAZ, and Molotov. However, some American trucks and German trucks with four-wheeled drive are also seen. Old German wood-burning trucks are still used at some of the kolkhozy and promkombinatv. There is a serious shortage of spare parts [ ] frequently drivers are compelled to manufacture washers and other small parts themselves. Trucks usually have a notice painted on the back of the driver's cabin to the effect that passengers are not allowed to stand while the truck is in motion.
3. All vehicles, except in some cases bicycles, are provided with two license plates, one on the front and one on the back. Trucks sometimes also have their license number painted in large white figures on the back of the frame. The license plates are approximately the same size as German plates, i.e., five inches by 16 inches. In 1952-1953, Estonian plates had black numbers on a yellow background. In 1953, Latvian plates had white numbers on a blue background. In the upper left corner of the plate were two letters, one above and the other below a line. Source believed they had some connection with the oblast. Bicycles are required to carry license plates, but sometimes kolkhozy have no plates in stock. In this event, the selsovet, which is responsible for issuing the plates, issues a certificate

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stating that the bicycle tax has been paid. The certificate is typed on a sheet of paper and signed by a sekretny official; a fee of one ruble is charged for the certificate, in addition to the bicycle tax of seven or seven and one-half rubles. In 1952, the bicycle license plates had black numbers on a yellow background.

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